

A VIEW OF THE DINING-ROOM.

(Photographed by D. van den Burg, with Campbell & Co.)

while the decorative work around the five large windows is in perfect accord with the other arrangements of the room. From the grand salon there are three doors leading respectively into the eastern reception parlor, the grand entrance, and the corridor along the Franklin-street court.

Crossing the grand hallway, through the western reception parlor, one is ushered into the library. Here the same artistic taste is displayed on every side. A decided contrast between the finish of the parlor and that of the library is strikingly pleasing. Its reason of its location abundant light for the library is secured. Two windows overlook Franklin street and one Jefferson street. The entire room is finished in a rich, dark mahogany, beautifully polished and carved. The book-cases, tables, and chairs, are similarly designed, and a carpet of delicate olive corresponds with the coloring of the ceiling. The costly paintings, the massive onyx clock, the chandelier, in the center, have all been selected with an eye to taste.

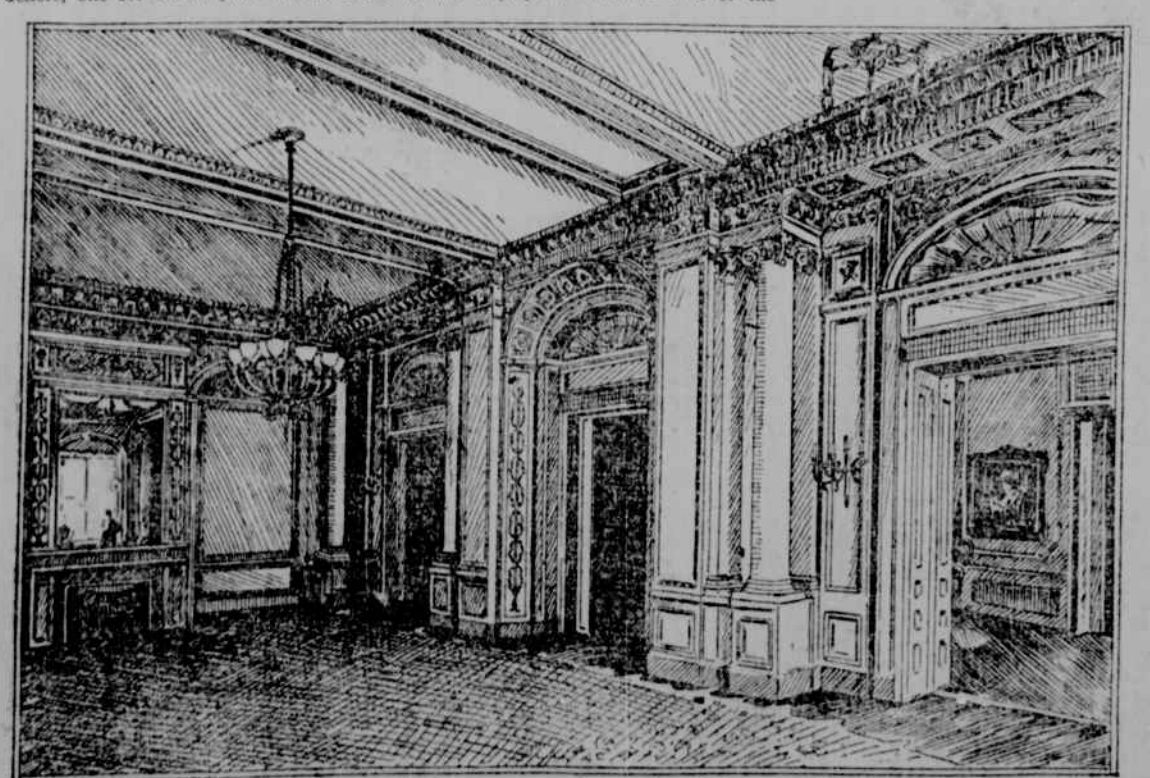
From the library one enters a hallway, along which is the office for ladies, an elevator, and various other conveniences. A room, the centrally located, front extends a hall, which intersects the hallway leading from the main stairway at the porte cochere. Following this in a southerly direction one passes a suite of bedrooms to the right, where full views of the Franklin-street court are obtained. A little further, and you pass the ladies' promenade, overlooking the grand rotunda on the left. This hallway is admirably lighted from the Jefferson-street side, and extends from a point near the library all the way to the grand dining-room on the Main-street end of the building.

THE CROWNING FEATURE.

The crowning triumph of the entire structure in many respects is the grand dining-room. There is no language which can give the reader a complete idea of this magnificent department. To say that it is a work of art is a mild statement. A room with such dimensions and requiring such appointments as to be in accord with the rest of the palatial structure without having an appearance of gaudy and heavy display is far too seldom seen. There must be not only richness of coloring and beauty of design, but harmony, taste, contrast, and shading must be carefully studied. To throw together in a haphazard way a great variety of brilliant effects without an eye to blending of tints or impressions will necessarily produce what is known as "vulgar display." In the grand dining-room there is display, but it is done with that selection of materials and hues, that grouping of motifs which appeal to the intellect as well as the vision. Strength, force, and emphasis must be properly toned. There must be nothing that is harsh or discordant. Severity of form may be modified by brilliancy of color, and what might be otherwise pronounced excessive simplicity may be strengthened by boldness in design.

All these points have been scrupulously observed, and the result is a masterpiece of architecture and art combined. No one style of architecture has been employed in the grand dining-room. Choice features from several styles have been so blended as to produce variety, originality, and beauty. Doric, Ionic, Corinthian, and Italian renaissance are all employed, the latter having the most conspicuous part. The general effect is dazzling, exquisitely beautiful. Richness of coloring and decoration is employed to the best advantage. New beauties are continually being discovered, and the whole is faultless, pleasing to the sense of sight and grand in conception.

The grand dining-room is 146 by 46 feet in dimension, and is divided into three smaller apartments, each 46 feet square. The ceiling of the room is of papier-mache, handsomely moulded and decorated with varied plastering effects. The room extends the full width of the building along the Main-street end on the second floor. There are eight large windows above the rotunda and nine opening over Main street. Three windows of similar size open over Jefferson street and three at the eastern end of the room. Gold and blue are the principal colors of the ceiling. The magnificent archways over which are the two clocks in gold and blue, the splendidly decorated pillars resting against the walls, finished in hard wood, with dark red panels, the eighteen heavily ornamented bronze chandeliers, one for each square in the ceiling.



A CORNER OF THE GRAND SALON, SHOWING ONE OF THE SMALL PORTIONS TO THE RIGHT.

(Photographed by D. van den Burg, with Campbell & Co.)

by expert judges the best specimens of workmanship they ever saw. They are supplied with all the latest improvements for safety and service. The Hartford Boiler Insurance Company's inspectors examined them carefully and pronounced them model achievements in boiler-making. They control the hydraulic pumps and elevators, the compressors and small motors for the artesian wells, pumps for hot and cold water for the house, and the tanks on top of the hotel.

The size and extent of this great structure may be imagined when the figures for its length—36 feet from Main to Franklin street, and width 16 feet, and height five and six stories—are given, yet these form scarcely any adequate idea of the space covered by it. Its appearance at night, lighted by the thousands of electric lights, which illuminate it from top to bottom, is a wonderful sight.

THE MANAGER.

The gentlemen who will run this great undertaking are chosen for their long experience and capability in the hotel business. They are Messrs. Allen Alsie, late of the Drummond House, Boston, and the Glen House, White Mountains, N. H., and Mr. William H. Webster, late of the San Marco Hotel, St. Augustine, Fla., and the Maplewood Hotel, White Mountains.

They will be assisted by an able corps of clerks, book-keepers, and assistants. In the dining-room will be seventy-five waiters, all colored men. There will be twenty-two bell boys (colored). Four white men will run the elevators, and there will be four colored front-door men. Twenty white chambermaids will be brought from the North, and six house-keepers and assistants, all white, will also be brought here. The kitchen and pantry will require the labor of at least fifty people, and in all 200 people will be needed to keep this great institution moving every day. While the majority of the accommodations for travellers is in suite—parlor, bed-room, and bath—there will be very many desirable single rooms for commercial travellers.

THE RATES.

The rates for guests have been fixed at \$5 per day and upwards, according to location, and for commercial men \$4 per day; a limited number at \$3.50 per day. These rates are for the American plan. The prevailing rate per month will be \$100 and upwards. The grille and ladies' cafe will be upon the European plan exclusively.

The new hotel's emblems, made after handsome and unique design, with drivers in appropriate livery, are already to be seen at the doors of "The Jefferson."

Flowers and palms and evergreens will wave their welcome to visitors and guests on Thursday, Monday will deliver the occasion, and every one will congratulate Major Lewis Ginter and his associates for having given Richmond a palatial hotel, of which any city in the world might justly be proud.

Rev. Dr. Lafferty's New Lecture.

Rev. J. J. Lafferty, the editor-in-chief, will give a lecture at Laurel-Street M. E. church Tuesday night, October 29th.



THE GRAND STAIRWAY.

(Photographed by D. van den Burg, with Campbell & Co.)

private secretary, climbed over the top of the coal on the tender and asked the engineer if anything was wrong.

It was a dangerous undertaking for Mr. Leonard, but after an absence of ten minutes he returned, looking rather pale, although much beamed with coal dust and smoke. He reported that everything was in good working shape on the engine, but the heavy frost had made the track so slippery and damp that the engineer himself had many misgivings about making a world's record on his section of the run.

As the train sped on, its pace gradually increased, till the passengers timed it between stations, an hour after starting, at about fifty-eight miles an hour. This announcement cheered the record-chasers up somewhat, and they, one by one, went to sleep.

The engineer and fireman stuck to their work and their energies were rewarded with encouraging calls and

the prospect of fulfilling the mission of the trip became more encouraging. In less than half an hour the second engineer had worked up to a speed of between sixty and sixty-one miles an hour. This was gratifying to everybody, and with a good track ahead nearly all the way to Toledo the prospect was encouraging.

Everybody was wide-awake now, and an early breakfast was served. Mr. Webb gave his guests a little instruction in railroad while seated at the table.

"In the first place," said he, "we forgot to put the cow-catcher on the back of the train to keep the cows off, but I guess we are going fast enough to prevent their entrance through the rear door."

"Now wait a moment till you feel a slight sway or a jolt," continued the official. "There it is. That is the result of an almost imperceptible imperfection in the laying of the rails. When the superintendent comes over that place he will have it repaired immediately." All kinds of construction, rails, defects, etc., were explained by Mr. Webb to his listeners, who by this time had no fear that the old records would stand.

Toledo was gained at 7:03 A. M., just as the record hunters had finished their meal. In making the run of 134 miles in one hundred and twenty-four minutes and thirty-five seconds an average was attained of 65.9 miles an hour.

Another flying switch was taken here, with a delay of two minutes and thirty-eight seconds, and the run began over the Toledo Division for Cleveland, 107 miles away, at 7:40 A. M. Although at this time a little behind the world's record, Mr. Webb was hopeful of catching up, and he instructed the engineer to do his best. The run to Cleveland was uneventful, except for a few spurts, when a speed of about sixty-five miles was reached at times.

The train pulled into the union depot in the Forest City at 8:15 A. M., covering the 107 miles in one hundred and six minutes and six seconds, an average of 62.15 miles an hour. It only took one minute and twenty-five seconds to change engines here when the start on the Eastern Division to Buffalo was made. At one of the crossings on this run occurred the first unscheduled stop. About thirty miles east of Cleveland a signalman stood in the middle of the track waving his little red flag.

The engineer shut down his brakes suddenly, nearly throwing the passengers out of their seats. Everyone rushed out. The flagman said that he had broken a rail while spiking a switch and he was afraid to let the train go over it at a high rate of speed. He was complimented by Mr. Webb for his care and attention, and, after hastily examining the break, the Vice-President decided to run his train over it slowly. At least five minutes were lost by this stop, but it was more than made up on the remainder of the run on this section.

Erie was reached at 10:30 A. M. The last section of 95.5 miles was made in eighty-five minutes.

A copy of the regular edition of yesterday's Chicago Tribune was brought to the World office from the train by Mr. Charles J. Powers, a member of the staff of the Chicago paper, who had made the record-breaking trip. This is the first time a Chicago newspaper has ever been seen in New York on the day of its publication.

The average time made on the run between Chicago and Buffalo, a distance of five hundred and forty miles, was at the rate of 63.8 miles an hour, beating all previous long-distance runs, both here and abroad. The fastest run between New York and Buffalo made last month was an average of 62.5 miles an hour, which the English record stands at 63.4 miles.—New York World.

Advent of The Bicycle in Goehland County I was bon up dar in Goehland, an' Iae libed dar all my life. When a boy, wid my old mudder, as a man, wid Lize, my wife, I ain't bin out dat county for gwine on thirty year. "Till tother day, I said to Lize, 'I believed I'd drive down here. An' go to see my brudder Jack, dat nader un us had saw

Since he left him wid young Mars Tom, at the 'ginnin' of de wiah.

So I hooked up ole Abe, my mule, to de

two-wheeled kivered cart."

Den Lize an' me, we bof clum in, an'

was rely fur de start.

Back in dat cart dar was apples, taters,

simmons an' pie.

Den dar was ash-pone an' possum, an' a

tickler wid "red eye."

An' fur dat mule dar was fodder—ole

Abe was rely fur de pranks.

An' had 'bout as many notions as de

Whig platform had planks.

We drive 'long down de big road, de sun

was a shinin' bright.

So de bull-eye watch in my veskit 'twa

me jes' eight hours 'fore night;

So we jogged 'long kinder slow like, an'

ajoyin' of de breeze.

List'nin' to de birds a-singin', 'long de

road up in de trees.

We waded fru de Big Lick ribber, den

started 'long up de hill.

Whar de road ben like a horse-shoe jus'

diside ub Dover Mill.

'Bout dat time I hearn a ringin' like ole

Missus siver bell.

"Ding, ding, ding, ding, ding, ding-a-

ding," but what 'twas I couldn't tell

I squint one eye 'long de road, an' I 'clar

I like ter bust.

When I seed dat thing a-comin' all 'vel-

in in de dust.

Seem like a man straddle ub a wheel,

settin' dar square and lebel.

De fust squint dat I got ub him, I frot

it was de debil.

Ole Abe, he stop, rared up in front, den

I kerd lay my ding, ding, ding-a-

Woh, dar Abe! "Ding, ding, ding, ding,

ding," dat thing was gittin' near me.

But, from de shins dat ole Abe cut, I

kerd de shins dat he hear me.

Fur 'bout dat time his fine feet riz an'

hit dat kivered wagon.

An' out de shafts dat ole mule cum wid

not a blessed rag on.

He went down fru den scrubby pines foh,

I kerd lay my ding, ding, ding-a-

An' knocked dem saplin's right and lef,

like a ball out de cannon.

De cart went backwards down de hill,

pinted straightway fru de ditch.

An' chasin' us fur ebery jump was dat

debil, ghost or witch.

An' 'bout de time he grabs my wheel de

cart, she turn jam over;

It flung dat debil, ghost or witch 'bout

half way down ter Dover.

I picked myself up out de dirt, an' my

bruder was all squit.

Lize scraped a pie from off her ear, an'

she 'clared dat she was kilt.

I started out to ketch dat mule; as I went

'long fru de fields

'Bout de fust thing dat I kum 'cross was

dem scrubby pines, den

An' 'bout dat time dat man kim up, look-

in 'sour as a pickle.

An' axed me wid sum few cuss words,

"Has you seen my bicycle?"

I ans'ed back kinder sassy like, as I didn't

know what war ment.

Told him "look 'hind dat sas'fras bush,

he'd find some kind er varment."

I den hooked up and drive down here,

whar things change ebery minit.

An' fru gittin' dar wid boff yer feet,

Goehland county ain't in it.

E. PLATRIUS.

Barton Heights, Oct. 23, 1895.

Justice John's Court.

The following cases were disposed of

in the Police Court yesterday:

Lennie Terry, who is charged with

shooting Lewis Loney, was admitted to

\$500 bail, as he, through his counsel, Mr.

D. C. Richardson, established an alibi.

Mr. W. S. Gunn, Terry's employer, went

on his bond. Loney was reported much

worse yesterday.

William A. Kemp, charged with the

murder of Morris Boyd, was sent on to

the grand jury.

The case of Iobis Johnson, charged with

ill-treating two kittens, was continued

until next Monday.

Harry A. Fossett, charged with entering

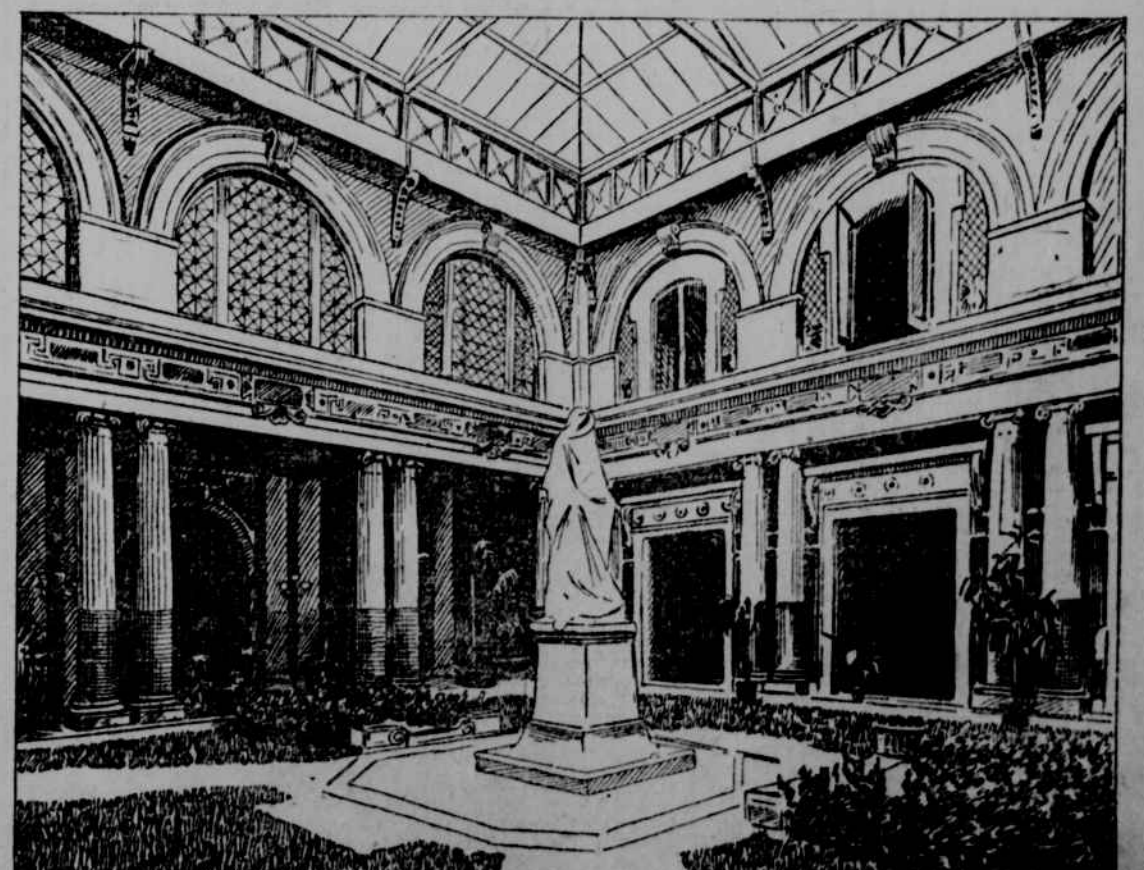
the store of A. Glanville, with intent to

commit larceny, was sent on to the

grand jury.

Read the great "sale" ad. of Meyer's

on Page 3.



THE FRANKLIN-STREET COURT AND THE VEILED STATUE OF JEFFERSON.

(Photographed by D. van den Burg, with Campbell & Co.)

THE ROTUNDA, SHOWING THE OFFICE AND ENTRANCE TO GRAND STAIRWAY.

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city at a glance. The towers are 172 feet above the Main-street level, and by reason of the eminence on which the hotel is constructed, attain an altitude of ten feet higher than the City Hall tower. Each has an observatory, which is accessible by flights of steps from the roof garden. In the eastern tower is the master clock, which is synchronized to the United States observatory time, and which regulates all the other twenty-four clocks scattered through the building. This massive clock has a pendulum fifteen feet long. The two towers are surmounted by flag-staffs, where the national and State colors are displayed. The windows are shaded on the outside by attractive striped shades.

The large and extensive plant in the basement for the furnishing of power to run the electrical attachments of the house. Four large dynamos are to be seen, from the General Electric company, having direct connection with ideal engines, and here is the principal switch-board, from the Weston Company, which board controls all the lights and power of the house, together with the four elevators and two refrigerating machines.

FOUR IMMENSE BOILERS.

The boilers, four of them, of 15-horse power each, are the output of the Richmond Locomotive and Machine Works. They are the first of the kind ever seen in this country, and have been pronounced

by expert judges the best specimens of workmanship they ever saw. They are supplied with all the latest improvements for safety and service. The Hartford Boiler Insurance Company's inspectors examined them carefully and pronounced them model achievements in boiler-making. They control the hydraulic pumps and elevators, the compressors and small motors for the artesian wells, pumps for hot and cold water for the house, and the tanks on top of the hotel.

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